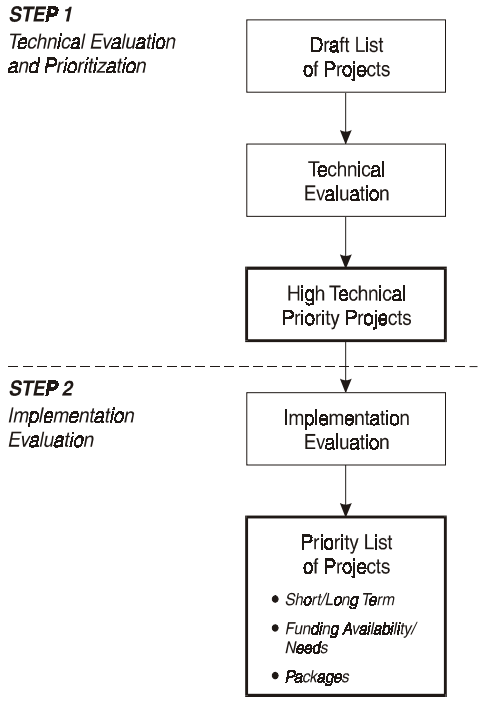
APPENDIX E: PROJECT SELECTION PROCESS AND CRITERIA

I. Overview of the Initial Evaluation Process to Determine High Priority Projects for the 1998 ETP MAP

The development of the initial 1998 ETP MAP was overseen by BRW Consultants. In collaboration with the consultants, ETP developed an evaluation framework for selecting projects for the MAP that would 1) provide a benefit beyond a localized area, 2) improve mobility, and 3) offer some opportunity for affecting peak hour congestion. Criteria were developed to measure how well projects might be able to achieve these objectives, and a two-step evaluation process was used.



The first step was to identify projects that provided a regional benefit and conduct a technical evaluation that gave the highest ratings to projects that would

- complete the transportation system
- provide key connections to centers
- serve 2010 travel demand
- address congestion
- support transit and HOV reliability
- improve freight and goods accessibility.

Initially, over 200 projects and programs were recommended by ETP agency staff. As a result of the first step of the prioritization process, this list was reduced to 124 high priority projects. The second step was to identify implementation factors affecting the timing, funding, and public support of the projects and develop criteria for further evaluation. These criteria included overall cost, cost effectiveness, time frame for construction or implementation, and levels of funding commitment. The high priority projects were then evaluated against these implementation criteria to determine strategies and timing for funding.

II. 2000 Update

The work to identify new projects for the 2000 MAP Update has been conducted by the ETP Technical Advisory Committee (TAC) with emphasis on the same objectives as identified for the 1998 MAP. The ETP TAC employed the same criteria and matrix to evaluate new projects for the MAP update, modifying the criteria slightly so that less technical analysis and modeling were required for evaluation.

New Project Proposal Process

Jurisdictions and agencies proposing new projects for the MAP completed a project information sheet and provided a self-scored evaluation matrix for each project. The information on all new project proposals was compiled and distributed to TAC members for consideration.

In light of the fact that there were numerous proposals, TAC members determined that it was most important that MAP projects were of regional significance. Consequently, projects that enhance the capacity and mobility of primary arterials were automatically recommended for inclusion. Other projects not in that category were assessed according to MAP criteria, as identified on the criteria matrix.

Further Analysis

The MAP represents an important regional effort to identify the most important transportation improvements needed in East King County. The TAC recognizes that in order to compete for certain funding opportunities, it may be necessary to identify priorities among MAP projects according to specific criteria. The MAP is seen as an initial screen of important projects and it was agreed that it should remain an unranked listing of Eastside projects.

III. Criteria Definition for Evaluation

CRITERION	**Perfomance Indicator**	**1 Poor Rating**	**2 Fair Rating**	**3 Good Rating**
System Completion				
Connections to Centers		No direct connection	Connects/provides better access to local activity centers	Connects to or provides better access to designated urban center
Connections to Regional Transit		No direct connection	Connects/provides better access to transit hub or Park & Ride	Direct connection to major Sound Transit station/node
Connections to freight/goods		No direct connection	Connects to a designated freight/goods facility or activity area	Located on designated freight/goods facility and connects to a hub
Completion of ETP Network		No direct linkage or linkage between minor facilities	Improves direct connection between major facilities	Provides new direct connection between major facilities
Corridor/Mobility Improvement		Minimal addition to corridor capacity	Adds capacity to existing ETP corridor (Roads= at least 1 additional travel lane in each direction)	Creates or completes new corridor; adds substantial new capacity to existing corridor
Alternative Modes				
Transit/HOV Support	Reliability Improvement for Transit	Minimal improvement in on-time performance	Some improvement in on-time performance	Substantial improvement; potential for service efficiencies
	Potential to increase transit ridership	Limited or no potential	Moderate potential	High potential
Non Motorized Support	Bike Support	No bicycle facility	Class 3 bikeway	Class 1 or 2 bikeway
	Pedestrian Support	Limited or no pedestrian facilities	Good pedestrian facilities (e.g. sidewalks; trail)	Good pedestrian facilities which provide improved access to activity area
Peak Period Demand Management	Reduce Peak SOV Demand	Minimal impact in corridor/subarea	Moderate impact in corridor/subarea	Significant potential for impact in corridor/subarea
System Performance				
Safety	Accidents	Does not address high accident location	Improves identified high accident location	Potential to significantly improve high accident location
Serve 2010 Demand	Extent to which helps achieve concurrency	Minimal	Moderate	Significant
	Non-motorized: Type of Use	Local circulation	Primarily recreational – moderate usage	Recreational and Commuter – high usage
	TDM: Number of employees affected	Program reaches<500 employees	Program reaches 500-2000 employees	Program reaches > 2000 employees
Congestion Management	Peak LOS without Project	A-C (<0.80)	D-E, F (>0.80 <1.2)	F (>1.2)
	Level of Service Improvement	Action reduces V/C by <5%	Action reduces V/C by 5-15%	Action reduces V/C by > 15%

MAP PROJECT EVALUATION PROCESS AND CRITERIA

BACKGROUND
The ETP Goals and Cornerstones provide the basis for the evaluation framework applied to potential MAP projects.

MAP projects are selected based on their ability to achieve ETP's goal for the MAP: *to improve overall mobility for people and freight during commute periods on the regional and ETP subarea level.*

The evaluation framework emphasizes:
- Completing the transportation system
- Providing key connections to centers
- Serving 2010 travel demand
- Addressing congestion
- Supporting transit and HOV reliability

CRITERIA
The following questions and factors were considered in developing the evaluation matrix and criteria. All projects must be included in a jurisdiction or agency adopted plan.

STEP I: Evaluation and Prioritization
How does the project:
1) Provide a benefit beyond a localized area
2) Improve mobility
3) Offer some opportunity for affecting peak hour congestion

More specifically, how does the project:
a. complete the transportation system
b. provide key connections to centers
c. serve 2010 travel demand
d. address congestion
e. support transit and HOV reliability
f. improve freight and goods accessibility

STEP II. Implementation Evaluation
Please provide information on the following:
a. timing
b. funding
c. public support
d. overall cost
e. cost effectiveness
f. construction and/or implementation time frame
g. levels of funding commitment

PROJECT INFORMATION SHEET

Complete the attached project information sheet and fill out the evaluation matrix according to the Criteria Definition sheet. Please return you completed application in to Lisa Shafer by November 10, 1999. For further questions, please call 206-263-4753.

Project Title:

Project Description/Limits (please attach a map):

Agency:

Other agencies/jurisdictions involved:

PROJECT DETAILS

	Project Category *(please check one)*	Symbol
( )	Roadway	R
( )	High-Occupancy Vehicle (HOV)	HOV
( )	Travel Demand-Management	TDM
( )	Non-motorized	NM
( )	Transit	T
( )	Intelligent Transportation Systems/Transportation Systems Management	ITS

How does this project:

1) Provide a benefit beyond a localized area?

2) Improve mobility?

3) Is the project included in an adopted plan (ie. CIP, 6-year TIP)**? Which plan?**

4) Does this project address a high accident area?

___ No
___ Moderate improvement
___ Significant improvement
___ Not applicable

IMPLEMENTATION FACTORS

Status of Project:

( ) Planning
( ) Pre-Design
( ) Design completed
( ) Environmental Review
( ) Design

Estimated cost of project:_____

Amount of funding identified (please note source):

What is the estimated implementation timeframe?
[for example: short (< 5yrs), mid (5-15 yrs), long (>15yrs)]

Has there been public outreach about or expressed community support for this project?

Environmental impacts which may affect implementation: